The next point was the dredging of the Pampa river. Portions of the river rom the east of Talavadi as far as Kozhimukku had become so silted up that navigation was well nigh impossible. The places silted up and where dredging was rgently needed were :– (1) from the bend near Talavadi as far as Muttathukadavu ; 2) the southern side of Anampral temple *ghat* ; (3) the portion to the south of the Edattuva police station ; (4) the portion to the east of Kozhimukku Nelpuramatam.

Lastly, he said that the bend in the Pampa river near Talavadi, the portion of the river near Cheruserimatam *ghat* and the portion to the east of Kozhimukku Nelpuramatam were dangerous for navigation and that it was therefore of the utmost importance that beacon lights should be provided at those places.

DEWAN'S REPLY: Mr. Sankara Panikkar, in respect of the road that you so strongly plead for, I have to point out that it consists of 5 sections. Firstly, Ambalapuzha to Takazhi. This section is already in existence and last year Government spent so much as Rs. 14,000 in raising, widening and improving it generally.

2. The second section, Takazhi to Edattuva is a very difficult tract of country to go through. As it runs across rivers and waterways and is water-logged, the construction of a road there is a very difficult engineering problem and a matter of very great expense and therefore it has to be deferred. Whether it is possible to overcome engineering difficulties is a matter which the Chief Engineer is taking up for careful study.

3. The third section from Edattuva to Nirettupuram has already been taken up for maintenance. Really, it is a foot-path now used by pedestrians. The question of widening it will also be taken up.

4. The fourth section from Nirettupuram to Tiruvalla has been investigated along two suggested routes. Each of the lines will cost from Rs. 12,000 to Rs. 13,000. For the line from Nirettupuram to Podiyadi, an estimate is under preparation.

5. The last section from Podiyadi to Tiruvalla is part of the Tiruvalla-Mavelikara road.

6. The question of silt clearance has been noted for consideration as also the question of lighting the difficult and dangerous parts of the Pampa river.

64. Means of communication in the northern taluks with particular reference to Kottayam.

Mr. P. A. ABRAHAM (*Member, Kottayam taluk, Group I*) said that Kottayam taluk shared with the rest of North Travancore in the inadequacy of its roads. With a view to remove the unequal distribution of roads, a conference of the Assembly Members from the northern taluks was held during the time of Dewan Mr. Rajagopala Chari, a list of urgent and important works was drawn up and arranged in the order of urgency and it was ordered that no other works should be taken up until the programme had been completed. It was intended to soothe the agitation then at its height, and to prevent desultory road-making. Owing to new and increased demands, however, the scheme was modified and an element of self-help was enlisted to supplement the operations of the Public Works Department and the Ryots' Roads Rules were brought into force. The rules admittedly required revision. A few miles of ryots' roads have been taken over under departmental maintenance, while owing to the over-enthusiasm of the road-makers and the muddles created by the subordinate officers of the Public Works Department, some criminal cases and civil suits were instituted. The proposed railway should have a number of feeder roads and it was hoped that the revised rules would operate successfully. It was gratifying that 66 per cent. of the allotment for the Public Works Department was spent in North and Central Travancore and that the major part of this was spent on communications.

Having risen rapidly into prominence, the road system in Kottayam had grown up in a haphazard way. The Public Works Department had only recently begun to develop the roads in Kottayam. The roads were not planned in consultation with the people or so as to provide for the possible and likely development of the town which

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was extending in an easterly direction. There were nearly 100 cars plying on the Kottayam roads with three or four services each day to Pala, Kottarakara, Mundakayam and Ernakulam. During 12 hours as many as 4,000 pupils of all ages passed along these roads daily. Kottayam, the gate-way between Alleppey and the High Range, was a central station for motor traffic. The increase in traffic had been so phenomenal that Mr. Punnose Jacob, the Member returned by the Kottayam Municipal Council, had gone to the length of suggesting that one of the volunteers in the District Hospital should be given an allowance and made house-surgeon to attend to cases of motor accidents. The Member did not believe that accidents were so alarmingly common or that the Police Commissioner had not done the needful to prevent accidents. But it was beyond doubt that the town was congested and the inhabited areas adjoined the roads and backwaters. The whole scheme of roads required revision and reformation.

The Kottayam-Kumarakam road should be completed and made fit for cart traffic at once ; so also the road to Illikkal bridge. The road from the second mile of the Kottayam-Kumili road to Vadavatur, nearly a mile and a half long, should be opened for wheeled traffic. Another road requiring improvement was the one running from the 8th mile of the Kottayam-Kumili road to the Putupalli road.

DEWAN'S REPLY : Mr. Abraham, as you were not able to intimate beforehand the particular topics on which you were going to speak, you must not blame me for not being in a position to give you definite answers except this, that during my stay at Kottayam, I shall go and look at the Kottayam-Kumarakam communication.

65. Communications in North Travancore.

MR. JANARDANA KAMMATHI PADMANABHA KAMMATHI (*Member, Muvattapuzha taluk*) first dealt with the urgent need for improving the village road to Trikkariyur from the 134th mile of the Main Central Road. There was an allotment of Rs. 20 per mile for its maintenance, but the road showed no trace of anything having been spent on it. It should be immediately improved and rendered fit for cart traffic.

The village road from the 132nd mile of the Main Central Road to the Perumpavur-Puttankurisu road was no less important than the Trikkariyur road. Only a portion of this road was fit for cart traffic ; and a sum of Rs. 500 had been provided in the current year's budget for the extension of the section from Vallampur to Vittur. But it would be immensely more useful if it were extended three and a half miles further along Mudavur to meet the Main Central Road at the 132nd mile. Should that be done, the timber from the Vittur reserved forest could be easily taken to the Muvattupuzha river and through it to the several depots. It would also be convenient if that road were rendered fit for cart traffic as far as Edapalli.

The work in connection with the Kuruppumpadi-Kuttikkal road has been suspended. If completed, the road would be of much use to the ryots of the northern parts of the Muvattupuzha taluk and the southern parts of the Kunnatnad taluk. It was therefore necessary to complete the work early.

In connection with the alignment of the North Travancore railway, he drew attention to the importance of agriculture, particularly in pepper, ginger and rubber, of the interior taluks which lacked means of communication most. Those bordering the backwaters could with much facility transport their produce in big country boats. But the people living in places bordering the forest region had only the bullock cart to go by. It was therefore very important that the proposed North Travancore railway should, though it may be costly, be aligned along the Main Central Road midway between the midland and the forest regions of North Travancore.

DEWAN'S REPLY : Mr. Padmanabha Kammathi, as regards the Trikkariyur road, an estimate is under preparation, and there is a provision in the budget.

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